

WIFE REMARRIED HUSBAND—THAT'S THE WHOLE STORY

"Mrs. Parsons," New Year's
Morning Bride, Has Been
Mrs. Freeman Five Years.

She married her husband! That's the whole story, but until it was solved today by an Evening World reporter the authorities of the peaceful hamlet of Manassett, L. I., the minister who married her, a score of newspaper reporters and the public at large have had a most irritating mystery on their minds.

New Year's morn at 1 o'clock, when all Manassett was wrapped in peaceful slumber, a red automobile containing Mrs. Edith M. Parsons, a wealthy and dashing widow of New Britain, Conn., Augustine J. Freeman, a civil engineer in the employ of the United States Government, and Benjamin Craddock, chauffeur, stopped in front of the little home of Thomas O'Connell, the town clerk, and found he was away in Port Jefferson attending a dance.

Not daunted, despite the fact that the couple had started early that morning in New Jersey to get married, they waited for the town clerk, dragged the clerk away from the scene of the festivities to the town hall on Manassett, where he opened up the office and filed out a marriage license.

CLERK WENT WITH THEM TO
MINISTER'S.

The prospective bride gave her parents' names as Elias Greer and Mary York, the husband's father as Alfred Freeman, born in France, and the mother, Miss Elizabeth MacDermott, born in Scotland. The young couple, both smartly dressed, accompanied by O'Connell, then went to the home of the Rev. Charles L. Newbold, rector of the Manassett Episcopal Church.

At 1:10 in the morning, with the minister garbed in his pajamas and bathrobe and with the town clerk and the chauffeur as witnesses, the mysterious wedding ceremony was performed and the happy couple were driven toward New York in the automobile.

Next morning news of the romantic midnight marriage reached the New York newspaper offices, and immediately reporters went to the home of A. J. Freeman, No. 22 Eighth-street, Bay Ridge, Brooklyn, the address the bridegroom gave on the marriage license.

They were informed by a dignified man, who admitted calmly that his name was Augustine J. Freeman, and that he was the son of the late A. J. Freeman, who was the bridegroom of New Year's morn, and furthermore, that he had been married five years.

INDIGNANT WIFE CORROBORATES THE STORY.

He was corroborated by his wife, who added they had lived in Bay Ridge for more than a year and that any one in the neighborhood could prove it. Furthermore, she had a daughter, the daughter of Mrs. Freeman, Mr. and Mrs. Freeman both wanted the mystery solved. They told the reporters they would like to know who was impersonating them.

The reporters and the town authorities of Manassett were mystified. Mr. and Mrs. Freeman had looked them straight in the face and told them they could prove an alibi.

"The bridegroom," said Dr. Newbold, "was at a party-four. He was about five feet six inches, rather dark, smooth shaven, was very quiet in his demeanor. We had very little to say. The couple had a wedding ring."

Mr. Newbold, the minister's wife, had then noticed of the woman.

"She was a tall, smartly dressed woman," said Mrs. Newbold. "Although she was getting married she didn't appear flustered. She was perfectly at ease. She wore a smart gown, a white polo coat, with a large white belt, and I noticed that she wore eyeglasses."

DESCRIPTIONS TALLY WITH
FREEMAN AND WIFE.

When the reporter went to the engineering offices in the Army and Navy building where Freeman has an office from he is in town, he learned that the description of the bridegroom of New Year's and Freeman tallied. The reporter then called at the Freeman home in Bay Ridge. Mrs. Freeman answered the doorbell and the reporter asked her who she was and where she was.

Both Mr. and Mrs. Freeman ever since the marriage had denied absolutely that they knew anything of the mysterious wedding. To-day Mrs. Freeman stood in the vestibule of her home and admitted it. She said her reason for admitting it was to prevent the newspapers from knowing anything about it because she had been married five years ago by a Minister in Westchester Park, N. Y., sleeping at the time, she feared the publicity that her second marriage would bring.

"Yes, I am the mysterious widow," said Mrs. Freeman with a laugh. She is a very tall and attractive woman. The reason we were married at that unusual hour was because we had started early in the day to get married, but had failed. We first tried New Jersey, but discovered that at least one of us had to be a resident of the State. Then we went to New York, and the marriage license office was closed. We tried Connecticut, but

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found we had to have a license twenty-four hours previous to the ceremony. THEY WANTED TO AVOID PUBLICITY.

"Finally we learned that we could probably get a license and married on Long Island, so we motored to Manassett. It was after 1 o'clock when we got there and after 2 when we were married."

"The reason we have denied the wedding was to avoid this publicity that the marriage has brought, but it seems to have acted just the other way. My husband is almost sick from the anxiety of this investigation by the newspapers. We had a hard time trying to explain to reporters how the other supposed impersonator secured our names and the names of our parents."

"We were married five years ago in Westchester Park by a Minister. I had been a widow then five years. Our marriage at that time was an elopement. Mr. Freeman and myself always did everything on the impulse of the moment. That was how we decided to have a remarriage by a minister New Year's Eve."

"The reason we were married by a Minister before was on account of our religious differences. Mr. Freeman was a Catholic and I was an Episcopalian. Dr. Newbold, who married us New Year's, is an Episcopalian. I do hope there won't be any more publicity. It has worried us to death."

SIX KILLED IN COLLISION
OF TRAIN AND CARRIAGE.

Chicago Northwestern Flier Hurls
Victims to Field in Midnight
Crash in Iowa Town.

DENISON, Ia., Jan. 4.—Six persons are dead here to-day and one is dying, the result of a grade crossing accident when a Northwestern passenger train running fifty miles an hour hit a buggy at midnight. The dead are John Heimer, thirty-seven years old; Mrs. John Heimer, twenty-three years old; son of Mr. and Mrs. Heimer, five months; Carl Evers, twenty-one years; Minnie Evers, four years; son of Carl Evers, six. The injured is a son of John Heimer, six years old.

Those killed were thrown into a field beside the track and death was instantaneous.

A sharp curve at a point just east of the crossing made it impossible for the engineer to see the carriage until it was too late to stop, and it is thought the noise of the vehicle made it impossible for the driver to hear the train approaching.

HIT WORKMAN WITH HAMMER

Watchman's Victim Taken to Hospital in Serious Condition.

John Jankowicz, twenty-nine years old, living at No. 29 East Third street and working on a building in the course of construction at No. 29 West Thirty-second street, had a discussion with a watchman this morning relative to the removal of a plank. Words were exchanged, but the plank was not removed.

Shortly after 8 o'clock Jankowicz was standing near the office of the building when the watchman approached him with a hammer in his hand. Without another word being spoken the hammer came down on Jankowicz's head. He was removed to the New York Hospital. The surgeon says that he is suffering from concussion of the brain and may have a fractured skull. The police are looking for the watchman, who has a number but not a name at the building.

Club Bowling Alley Burned.

GREENWICH, Conn., Jan. 4.—The Riverside Yacht Club's bowling alley was burned to the ground at 8 o'clock last night, causing a loss of \$12,000. The fire was caused by an electric light wire being blown across the building.

STRIKING CARMEN SEEK ARBITRATION, AS YONKERS WALKS

Say They're Willing to Man
Trolleys at Once If Claims
Will Be Considered.

Trump, tramp, tramp the hills of Yonkers, like, like, like to Getty Square! Oh, the cars may run again, When we have a war with Spain. It all depends on Whitridge and the Mayor.

Once, a man was asked if he liked Yonkers, and he replied, "What are Yonkers?" This has nothing to do with the story, but it is always well to begin with an analogy like the above.

The story is about the car strike in Yonkers, and the present state of the commuters' soles. They're walking, miles every day, and Yonkers has some lovely hills. Yesterday, it was rain they faced to reach the terminus in Getty Square, which leads to the cars in operation again, asking how it can be done. He seems satisfied to let matters run their course.

President Whitridge sent a letter, in reply to the one Mayor Lennon sent him, demanding that the cars be in operation again, asking how it can be done. He seems satisfied to let matters run their course.

The heads of the strikers say the deadlock will continue for weeks unless some conciliatory move is made.

Such a move was made to-day in a letter to the Mayor, signed by every striker, in which the strikers agree to man the cars at once if the railroad will appoint an arbitrator to confer with the strikers' arbitrator and let the two appoint a third. This proposition has not been advanced to President Whitridge yet, but from the statement of Vice-President Sutherland of the railroad, "Whitridge is a good fighter and no one can make him do what he doesn't want to do," it would appear there is doubt about the manner in which it will be received.

Seven members of the Yonkers Chamber of Commerce conferred to-day with Vice-President Sutherland, but could not reach a satisfactory understanding. As Mr. Sutherland said he had no authority to negotiate with any one.

Mayor James T. Lennon is busy framing a reply to President Whitridge's letter, which intimates that the cars would be put in operation, if the Mayor would be good enough to tell him how it can be done.

The Mayor will ask President Whitridge to inquire into the men's grievances to determine if they are just. "Let us take a more liberal view of the matter," the Mayor says. "We must submit this difficulty to arbitration."

DEAN OF STATE EDITORS
IS AT DOOR OF DEATH.

E. Prentiss Bailey, of Utica, Passing From Infirmities of Age at Seventy-eight.

UTICA, Jan. 4.—E. Prentiss Bailey, L. L. D., seventy-eight years of age, dean of the newspaper fraternity in New York State, is unconscious at his home in Genesee street, and death is believed to be only a matter of a few hours. Mr. Bailey succumbed to infirmities incident to age within the week. The members of his family are all with him.

Mr. Bailey entered the employ of the Overlook in 1858, and has been constantly identified with the paper ever since, being editor and publisher at present. He was a great personal friend of the late President Cleveland, who in 1888 appointed him to inspect a portion of the Northern Pacific Railroad in Washington territory. He was postmaster of Utica from 1887 to 1890. In 1895 he was State Civil Service Commissioner and president of the board.

TRAIN STALLED UNDER RIVER.

A ten-car Van Courtland Park subway express was stalled for twelve minutes under the East River at a few minutes after 7 o'clock this morning when the subway rush was at its height. The train had left Borough Hall and was half way down the hill in the river tube when a failure of the controlling gear brought it to a stop.

All lights went out in the first car and the passengers, some of them very nervous, hurried to the lighted cars behind. When repairs had been made by the motorman the train proceeded, but traffic was disorderly for an hour thereafter, and several trains stopped at Manhattan discharged their passengers at Borough Hall station and were shunted back to a reserve track.

Discomfort After Meals

Feeling oppressed with a sensation of stiffness and belching of wind are symptoms of indigestion. Which is the result of the blood in the head, nausea, heartburn, headache, disgust of food, flatulence of the bowels, cholera, constipation, indigestion, loss of sleep, loss of appetite, loss of strength, loss of vitality, loss of life.

Girl Set Afire by Matches.

While looking for a change of clothing in a wardrobe in her home, No. 163 Division avenue, Williamsburg, yesterday, Marion Hampel, seven, lighted some matches and her clothes caught fire. When the child's mother went to her assistance she was badly burned about the hands and face. Both were removed to the Eastern District Hospital, where little hope is held for the child's recovery.

Building of the Home as a Matter of Economy

Long Island's Largest Developer of Acreage
Tracts Into Home Sites
Tells of the Vast Opportunities Waiting for
Home Buyers and General Investors.

By WILLIAM H. MOFFITT.

Great opportunities always have existed for home buyers and small investors in New York real estate. They exist now and they always will exist. The real estate history of New York for the past half century has been without a parallel in any city of the universe. It has offered the most brilliant opportunities for both the acquisition of wealth and for spectacular development. Investments in land have made riches for many families. In 1850 New York had thirty millionaires and to-day there are more than 2,500—the majority of whom admit that real estate was the basis of their fortunes.

Shrewd investors who have piled up fortunes have watched the progress of metropolitan growth, especially of suburban development. Large numbers of them are at work now. The time for accumulating riches in realty has not passed by any means. It is only just beginning. Greater fortunes will be made in the years to come. The records of the next twenty-five years will exceed those of the last fifty.

100,000 GO UP TO THE BRONX EACH YEAR.

Northward from Manhattan Island 100,000 people a year are moving into the Bronx. Eastward 150,000 are moving into Long Island. Brooklyn has increased its population by 500,000 during the last ten years and will show far larger growth in the immediate future.

These people have not been enticed or induced to move. The rapid increase of population and business in the old centers has actually pushed them outward—forced them to move into and to develop vast areas of the suburban sections. This growth is greater each year, and there is no other conclusion than that the suburban outflow must be proportionately of larger volume.

Metropolitan growth during the last quarter century has amazed the world. Its rate now is as fast as ever and it promises to be accelerated throughout the coming score or more years. We are growing ten times faster than in London. We are rushing close to the volume of London in population, and the coming decade will see us outstrip the great world metropolis in population, wealth, industry, commerce and all other lines of human progress.

HOW NEW TRANSIT WILL AFFECT THE SUBURBS.

How can the homemaker take advantage of this immense future? New York has been cramped into narrow city confines because transit facilities did not grow in proportion to population. But this has all been changed. The transformation is now under way. Within a few years our transit will be a few decades ahead of population.

There can be no other result than that population will spread and take full advantage of the housing facilities thus suddenly provided.

In Manhattan are jammed 600,000 families. There are only 14,000 owners of residential property. Ninety-five persons out of every one hundred pay rent for their homes. Look, for instance, at other large cities where transportation has kept abreast of growth and population. In Philadelphia 70 per cent. of the people own their homes. Other cities show from 40 to 70 per cent. of home owners. Conditions in New York are sure to readjust themselves more nearly to those that prevail in the other large cities because such cities show the average which has been established in conformity with the great natural laws.

New York may never possess 70 per cent. of home owners, but the percentage is bound to increase enormously, and this movement will give to the outlying sections a vast sweep of rising values in response to the new home demands. Earlier buyers of homes and sites in the suburban sections will be in

possession of the better class have been built in the Bay Side, L. I. section during the past year. Elmhurst, Corona and Flushing have shared in the same kind of activity.

Now that Queens has completed more than \$1,000,000 of work on highways, Nassau is planning its own miles of roads in first class order. They form continuations of the Queens highway system.

Baldwin Harbor Realty Company has

TO THE PUBLIC

The Municipal Explosives Commission of the City of New York has approved all brands of matches which THE DIAMOND MATCH COMPANY is manufacturing and offering for sale in the city of New York.

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a position, to profit from the longest period of advancing prices.

GREAT CHANCE NOW TO REAP BIG PROFITS.

We are just at the point of signing contracts for the construction of our dual rapid transit subway system, to cost more than \$250,000,000. This surely is the start of a tremendous development movement which both large and small investors are free to study and to take advantage of to the utmost. There was never a greater chance for realty operations in New York or in any other big city in all history.

The Pennsylvania Railroad has shown the courage of its faith in New York and Long Island growth by spending nearly \$250,000,000 to enter this territory. Its vast undertakings are still in progress. The municipality itself is spending close to \$200,000,000 every year upon its running expenses as contained in the annual budget.

Connecting Manhattan with Long Island are five bridges which cost more than \$100,000,000 and have a passenger capacity of 400,000 an hour, besides the two tunnels which take care of 50,000 persons an hour. The subways and elevated lines carry more than 4,500,000 daily. We have 500 hotels which employ 75,000 people and feed more than 600,000 persons a day.

New York's national banks handle 75 per cent. of the total money of the United States, and every business day sees \$250,000,000 passing over their counters through the Clearing House—a volume which makes \$500,000,000 a week more than that of the banks of London. Sixty savings banks hold more than \$1,000,000,000—the savings of the working masses. One savings bank alone has more than \$100,000,000, with 200,000 depositors.

New York is already the world's great money centre, and its real estate is moving steadily to a level which represents the world's highest form of investment.

TO CELEBRATE PASSING OF LONDON BY NEW YORK IN POPULATION.

City planners point to the round city as the ideal place where people can get comfortable homes within their means. Such cities are Philadelphia, Baltimore and Washington, where a large percentage of the population own their homes. New York is beginning to correct the evils that follow the long, narrow city by building transit lines that will give it a round city development.

More than one hundred dwellings of the better class have been built in the Bay Side, L. I. section during the past year. Elmhurst, Corona and Flushing have shared in the same kind of activity.

Now that Queens has completed more than \$1,000,000 of work on highways, Nassau is planning its own miles of roads in first class order. They form continuations of the Queens highway system.

Baldwin Harbor Realty Company has

a dozen dwellings and bungalows under construction at Baldwin, L. I., where operations on its 700-acre tract are stimulated by work on the big Union station of the Long Island Railroad at Jamaica, to be followed by electrification of all divisions of the railroad eastward.

Nassau homebuilders put up more than 1,000 houses during 1912. The population increase averages sixteen persons a day, or four families of four persons each.

Harvey B. Nowins of Windsor Realty Company sold a large acreage tract at Riverhead, L. I., to-day to an out-of-town syndicate that is negotiating for several other parcels there.

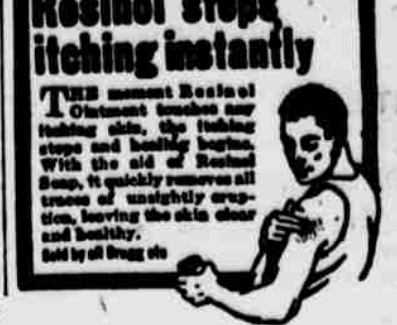
Suburban operators are preparing a campaign of celebration. According to careful estimates, completed this week, metropolitan New York will pass metropolitan London in population before the end of this year. Developers of extensive tracts in the outlying rapid transit sections intend to make the entire world realize that New York is at last the greatest metropolis.

Census figures of 1910 gave metropolitan New York, which embraces the New Jersey and Westchester counties, a population of 6,782,000. A growth of 300,000 persons a year, which is far below the actual figures, would give New York

7,382,000 inhabitants with the end of 1912. Metropolitan London at the 1911 census had 7,531,983 inhabitants. The rate of increase there is 10.3 per cent. This would give London only 7,680,000 people at the close of the year.

David P. Leahy Realty Company sold two new dwellings and six plots to-day at South Ozone Park, L. I.

Queens Land & Tide Company sold thirteen plots at Maspeth, L. I., this week. Several new stucco bungalows have been sold for all-year occupancy.



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